

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG: 74B-21.

Name: 16048/MD 978 OVER COLLINGTON BRANCH

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____	

Reviewer, OPS: <u> Anne E. Bruder </u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u> Peter E. Kurtze </u>	Date: <u> 3 April 2001 </u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. PG:74B-21

SHA Bridge No. 16048 Bridge name MD978 over Collington Branch

LOCATION:

Street/Road name and number [facility carried] MD978

City/town Bowie Vicinity X

County Prince George's

This bridge projects over: Road Railway Water X Land

Ownership: State X County Municipal Other

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge :

Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :

Swing

Vertical Lift

Bascule Single Leaf

Retractable

Bascule Multiple Leaf

Pontoon

Metal Girder :

Rolled Girder

Plate Girder

Rolled Girder Concrete Encased

Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete X:

Concrete Arch Concrete Slab X Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:**Setting:** Urban _____ Small town X Rural _____**Describe Setting:**

Bridge No. 16048 carries MD978 over Collington Branch near Pointer Ridge in Prince George's County. MD 978 runs east-west while Collington Branch flows in a southerly direction. The structure is located in a suburban area.

Describe Superstructure and Substructure:

Bridge No. 16048 is a two span two-lane concrete slab bridge. In both its design and dimensions, this structure corresponds with SHA Design Sheets from 1920. The bridge has a clear span of 20'-0" with a 24'-0" clear roadway width. The total bridge length is 37'. The superstructure comprises a concrete slab with solid parapet walls. The substructure consists of a concrete pier, flared wingwalls, and abutments. It has a 70 degree skew.

The latest inspection report available for this bridge was completed in 1985. It assessed the condition of the bridge as follows. The center pier is in fair condition with some spalling.

The abutments are in good condition with some hairline cracking and light surface spalling.

Discuss Major Alterations:

There were no available records regarding alterations or repairs, the extent thereof, or when they took place.

HISTORY:**WHEN was the bridge built (actual date or date range)** circa 1920**This date is:** Actual _____ **Estimated** X**Source of date:** Plaque _____ **Design plans** X **County bridge files/inspection form** _____**Other (specify)** _____**WHY was the bridge built?**

Unknown

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

Extent of alterations/repairs unknown

Was this bridge built as part of an organized bridge-building campaign?

Available evidence suggests this bridge was constructed as a part of post World War I improvements to secondary roads in Maryland.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

- A - Events** _____ **B- Person** _____
C- Engineering/architectural character _____

This bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers

(State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Unknown.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

No. This bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

No. This bridge is not a significant example of an early twentieth century concrete slab.

Does the bridge retain integrity of important elements described in Context Addendum?

Unable to determine.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

No. This is not a significant example of the work of a manufacturer, designer, or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X
Other (list): _____

SURVEYOR:

Date bridge recorded August 1995

Name of surveyor Leo Hirrell

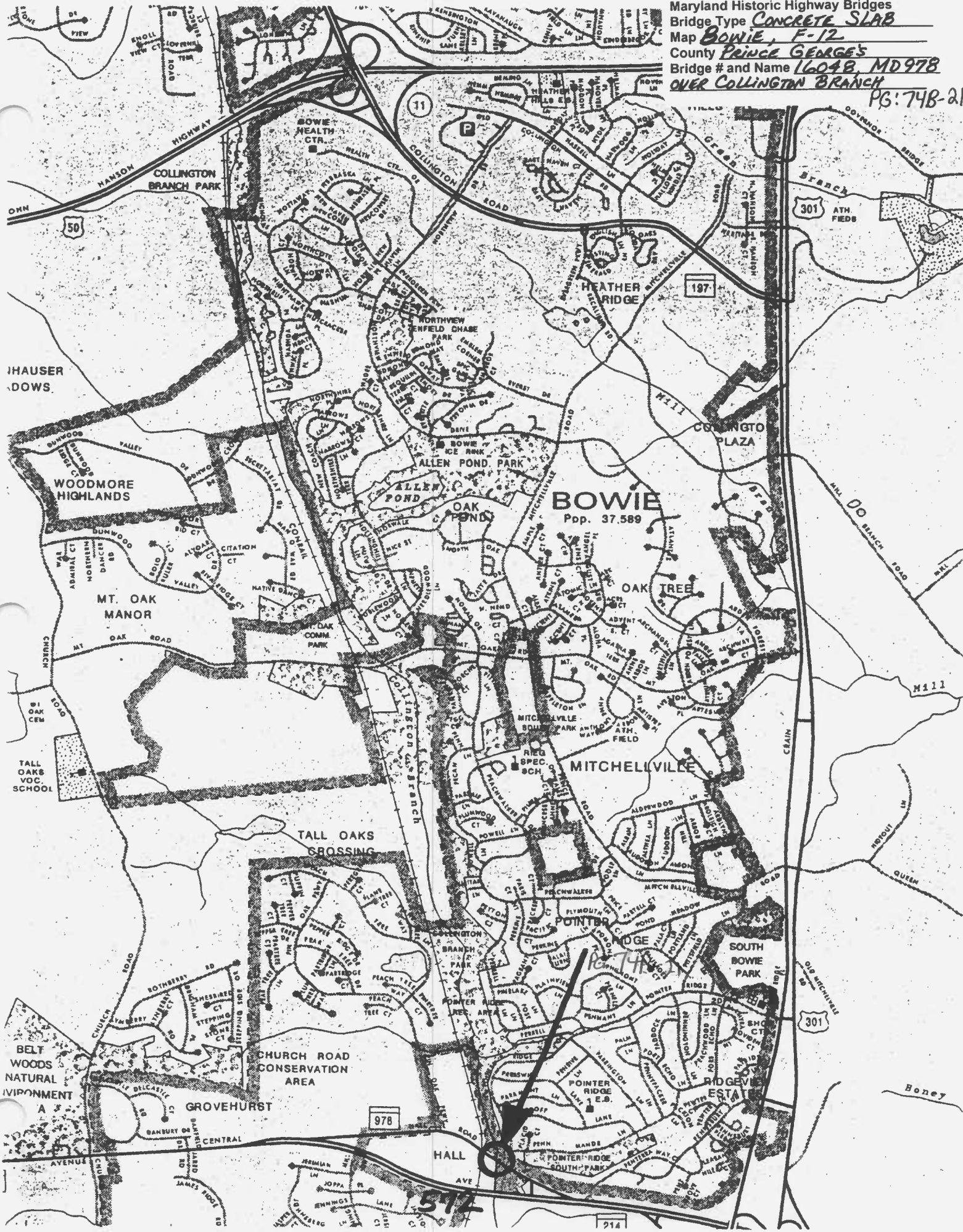
Organization/Address P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412; Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Maryland Historic Highway Bridges
 Bridge Type CONCRETE SLAB
 Map BOWIE, F-12
 County PRINCE GEORGES
 Bridge # and Name 16048, MD978
OVER COLLINGTON BRANCH

PG: 74B-21





Inventory # PG: 74B-21

Name 16048-MD 978A OVER COLLINGTON BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 14 of 23

1994-1995



UNIMOUNT
ROAD

SPEED LIMIT	WEIGHT LIMIT
25	20 TONS

Inventory # PG-748-21

Name 16048-MD 978A OVER COLLINGTON BRANCH

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 28 of 28

DEPARTMENT OF THE ARMY



Inventory # PG:74B-21

Name 1604B-MD 978A OVER COLLINGTON BRANCH

County/State PRINCE GEORGES COUNTY/M.D

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4
6 of 25

2 1/2 INCH 1195 0501501000X JAP



Inventory # PG: 74B-21

Name 1604B MD 978A OVER COLLINGTON BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 234

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Structure #16048 Inventory Number: C-1-0134 / PG:74B-21

Address: Bridge on Hall Road, over Collington Branch, Prince George's County - in the vicinity of Bowie

Owner: State Highway Administration, Maryland Department of Transportation

Tax Parcel Number: _____ Tax Map Number: 70

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district?: X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The bridge on Hall Road over the Collington Branch (structure #16048, in the vicinity of Bowie) was constructed in 1929. This bridge is a 2-span, 2-lane concrete slab bridge. The bridge has solid parapet walls and a rectangular opening.

The increase in population and development in Southern Maryland after the first quarter of the 20th century required the improvement of existing roadways and the introduction of new routes. The extension of the Crain Highway to the Potomac and the completion of the Governor Harry W. Nice Memorial Bridge spanning the Potomac River Bridge near Pope's Creek in 1940 served to link Southern Maryland with transportation networks from Florida to New York. The increase accessibility of Prince George's County to the nation's capital and other sections of northern Maryland led to an increase in development and traffic.

The 1929 bridge is not eligible for the National Register. While the bridge is typical of its design throughout the area, the resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X

Eligibility not recommended ___

Criteria: ___ A ___ B X C ___ D Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

BRIDGE WAS DETERMINED ELIGIBLE BY
INTERAGENCY COMMITTEE. NO INFORMATION PROVIDED TO
DEMONSTRATE THAT IT IS NOT ELIGIBLE.

[Signature]
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR Program

4/19/00
Date

8/14/00
Date

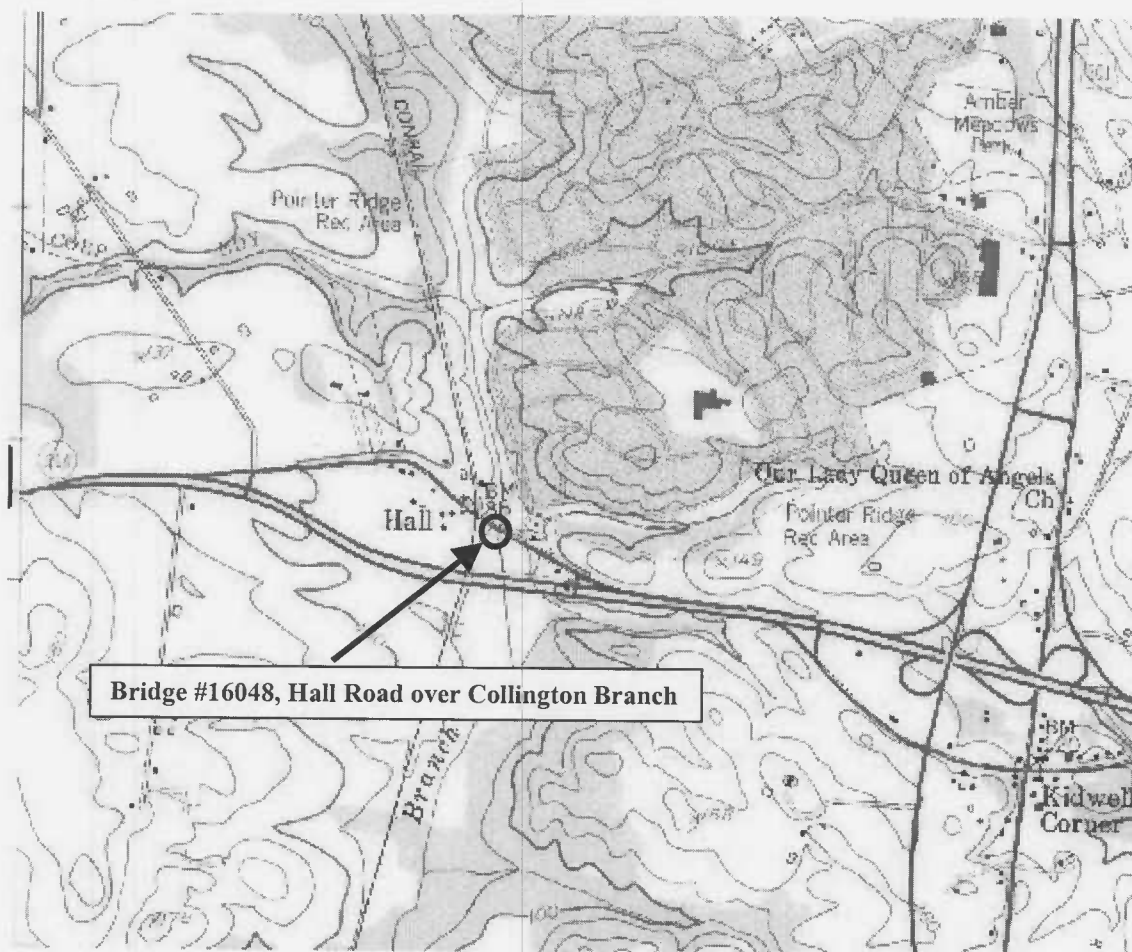
NR-ELIGIBILITY REVIEW FORM

Structure #16048

Page 2

assessed for this study.

PG: 74B-21
Structure #16048
Bridge, Hall Road over Collington Branch, Bowie
Bowie quadrangle





PG; 74B-21

~~G-10151~~

Culvert, Hall Road over Collington Branch
Prince George's County, MD

Traces

July 1999

MO SHPO

View looking Northwest

1 of 3



PG: 74B-21

~~G-1-013-1~~

Culvert, Hall Road over Collington Branch
Prince George's County, MD

Traces

July 1999

MD SHPO

View looking north

2 of 3



PG: 74B-21

~~G-1-0134~~

Colvert, Hall Road over Collington Branch

Prince George's County, MD

Traceries

July 1999

MD SHPO

View looking Northwest

3 of 3